

# The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 152

日三十月八年一十二緒光

TUESDAY, OCTOBER 1, 1895.

二拜禮

號一月十英港香

THIRTY DOLLARS PER ANNUM.

## Banks.

**THE MERCANTILE BANK OF INDIA, LIMITED.**  
AUTHORISED CAPITAL ..... £1,500,000  
SUBSCRIBED ..... £1,185,000  
PAID-UP ..... £625,500

**BANKERS:**  
LONDON JOINT STOCK BANK, Limited.  
INTEREST ALLOWED ON CURRENT ACCOUNTS at the Rate of 3 per cent. per annum on the Daily Balance.

ON NEW FIXED DEPOSITS:—  
For 12 Months ..... 4 per cent.  
" 6 " ..... 3 " "  
" 3 " ..... 2 " "  
DEPOSITS RENEWED ON OLD TERMS.  
**JOHN THURBURN,**  
Manager, Hongkong.  
Hongkong, 2nd August, 1895. [18]

**THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.**  
INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE FUND ..... £300,000  
RESERVE FUND ..... £325,000  
INTEREST ALLOWED ON CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.  
On Fixed Deposits for 12 months... 4 per cent.  
" 6 " ..... 3 " "  
" 3 " ..... 2 " "  
**T. H. WHITEHEAD,**  
Manager, Hongkong.  
Hongkong, 16th September, 1895. [195]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

PAID-UP CAPITAL ..... £10,000,000  
RESERVE FUND ..... £5,000,000  
RESERVE FUND ..... £10,000,000  
COURT OF DIRECTORS:—  
J. KRAMER, Esq., Chairman.  
A. McCOWAN, Esq., Deputy Chairman.  
Hon. J. J. Bell-Irving, Esq., S. C. Michaelson, Esq.,  
G. B. Dodwell, Esq., D. R. Sassoon, Esq.,  
M. D. Ezekiel, Esq., N. A. Sles, Esq.,  
R. M. Gray, Esq.

**CHIEF MANAGER:**  
Hongkong—T. JACKSON, Esq.  
Shanghai—H. M. BEVIS, Esq.  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED ON Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:—  
For 3 months, 2 1/2 per Cent. per Annum.  
For 6 months, 3 per Cent. per Annum.  
For 12 months, 4 per Cent. per Annum.  
**T. JACKSON,**  
Chief Manager.  
Hongkong, 24th September, 1895. [483]

**HONGKONG SAVINGS BANK.**

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
**T. JACKSON,**  
Chief Manager.  
Hongkong, 1st August, 1895. [484]

**THE NATIONAL BANK OF CHINA, LIMITED.**

Authorized Capital ..... £1,000,000  
Subscribed Capital ..... £500,000  
HEAD OFFICE:—HONGKONG.

Court of Directors:—  
D. Gillies, Esq., Chow Tung Shing, Esq.,  
H. Stollmeyer, Esq., Kwan Hoi Chuen, Esq.,  
Chan Kit Shan, Esq.  
Chief Manager,  
**GEORGE W. F. PLAYFAIR.**

Interest for 12 months Fixed, 5 per Cent.  
Hongkong, 23rd October, 1895. [7]

## Intimations.

**CHINESE IMPERIAL GOVERNMENT 7 PER CENT. SILVER LOAN OF 1895, E.**

18TH HALF YEARLY DRAWING.

INTEREST DUE and DRAWN BONDS of this LOAN will be PAYABLE at the OFFICES of the CORPORATION on and after the 30th September, 1895.  
List of Drawn Bonds can be obtained on application to the Undersigned.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
**T. JACKSON,**  
Chief Manager.  
Hongkong, 28th September, 1895. [1328]

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**

**NOTICE.**  
I HAVE this DAY RESUMED CHARGE.

**JAS. B. COUGHTRIE,**  
Secretary.  
Hongkong, 26th September, 1895. [1313]

**FAIRALL & CO.**

NEW DRESS GOODS.  
MANTLES and JACKETS.  
LADIES MILLINERY, &c., &c.  
Suits for the Coming Season.  
**FAIRALL & Co.,**  
22, Queen's Road Central.  
Hongkong, 27th September, 1895. [1321]

## Intimations.

**BELL'S ASBESTOS EASTERN AGENCY, LIMITED.**  
Sole Eastern Agents for SPHINXOR GRIP ARMCHURCH HOSE. "SNOWDRIFT," SNOWDON, SONS & Co.  
Sole Eastern Agents for THE NEW WAVE ROOFING Co. THE ALUMINIUM & GENERAL FOUNDRY Co.



ASBESTOS PACKINGS of every description. ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c. ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES. CANVAS CORE PACKING (Tuck Form). SPECIAL ENGINE and CYLINDER OILS. ASBESTOLINE, the most economical lubricant. ALL GOODS BEARING TRADE MARK GUARANTEED.  
**W. JACKSON, Manager.**  
Hongkong, 26th September, 1895. [189]

## ST. RAPHAEL WINE.

A STRENGTHENING DIGESTIVE TONIC WINE.

PRESCRIBED FOR BRONCHITIS, MALARIA AND DURING CONVALESCENCE.

**CALDBECK, MACGREGOR & Co.**

SOLE AGENTS. 15, QUEEN'S ROAD. TELEPHONE No. 75.  
Hongkong, 24th September, 1895. [939]

## FOR SALE.

**G. H. MUMM & Co's CHAMPAGNE.**

In cases of 2 doz. plus ..... \$35 per case.  
do " " quarts ..... \$33 "

**SHAWAN & Co.,**  
Agents.  
Hongkong, 13th May, 1895. [634]

## PATRONS

OF THE R.K. HOTEL ARE RESPECTFULLY INFORMED THAT A BILLIARD HANDICAP WILL SHORTLY COMMENCE THERE.  
FIRST PRIZE—A GOLD WATCH.

## MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code. TELEPHONE, No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN at 1 P.M. DINNER at 5 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to

**THE MANAGER, MOUNT AUSTIN HOTEL.**  
Hongkong, 27th July, 1895. [1845]

## KELLY & WALSH, LD.

INDIAN CLUBS of Various Weights.

DUM-BELLS.

POKER CHIPS, CARD COUNTERS.

DRAUGHTS, CHESS, DOMINOS.

PLAYING CARDS, FOSTER'S WHIST CARDS.

BEZIQUE, KHANKOO, REVERSI.

HALMA, BUMBLEPUFFY, FLITTERKINS.

CRIBBAGE BOARDS, DICE BOXES, DICE.

WHIST MARKERS, POCKET CHESS.

COMPENDIUM OF GAMES, CROQUET.

THE NEW RACING GAME "ASCOT."

THE "WHITELY" EXERCISER.

DOG CHAINS, LEATHER LEADERS for DOGS.

FOOTBALLS, TENNIS RACKETS, TENNIS BALLS.

TENNIS NETS and POLES, RACKET PRESSES.

**KELLY & WALSH, LIMITED.**  
Hongkong, 19th September, 1895. [13]

## Insurances.

### TYPHOON INSURANCE. NOTICE.

HOUSE-OWNERS, TRUSTEES, MORTGAGEES and Others interested in HOUSE PROPERTY are informed that THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

are prepared to accept Risks against LOSS or DAMAGE by TYPHOONS at Moderate Rates. For Particulars, apply to

**Wm. MACBRAIN,**  
LOCAL MANAGER, Hongkong Branch, Cornhill House, Queen's Road Central.  
Hongkong, 1st July, 1895. [1869]

### NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

**SIEMSEN & Co.**  
Hongkong, 28th May, 1895. [701]

### GENERAL NOTICE.

**THE CHAI ON MARINE INSURANCE COMPANY, LIMITED.**

CAPITAL SUBSCRIBED ..... \$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the World payable at any of its Agencies.

**CHAN HEWAN,**  
Secretary.  
HEAD OFFICE, No. 45, BOMBEY STRAND WEST. Hongkong, 23rd August, 1895. [1134]

### GENERAL NOTICE.

**THE ON TAI INSURANCE COMPANY, (LIMITED.)**

CAPITAL, TAELS 600,000 } \$833,333-33  
Equal to .....  
RESERVE FUND ..... \$318,000-00.

**BOARD OF DIRECTORS:**  
Lee Sing, Esq., Lo Yuen Moon, Esq.,  
Low Tso Shun, Esq.

**MANAGER—HO ANKI.**  
MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

**HEAD OFFICE, 5 & 6, PRAYA WEST.**  
Telephone 170. Hongkong, 18th May, 1895. [1177]

### NOTICE.

**THE MAN ON INSURANCE COMPANY, LIMITED.**

CAPITAL SUBSCRIBED ..... \$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

**CHAU TSEUNG FAT,**  
Secretary.  
HEAD OFFICE, No. 2, QUEEN'S ROAD WEST. Hongkong, 26th May, 1895. [1184]

## Amusements.

### NOTICE.

**THE POSTPONED CONCERT IN AID OF THE FUNDS OF THE ALICE MEMORIAL HOSPITAL.**

WILL TAKE PLACE AT THE MOUNT AUSTIN HOTEL, ON SATURDAY, the 5th October, 1895.

His Excellency Sir WILLIAM ROBINSON, K.C.M.G., will take the Chair at 9.30 P.M.  
Hongkong, 27th September, 1895. [1325]

## Masonic.

**EOETHEN MARK LODGE, No. 264.**

A REGULAR MEETING of the above LODGE will be held in the "Pavilion" Hall, Zealand Street, on WEDNESDAY, the 4th OCTOBER at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 30th September, 1895. [1324]

## Shipping.

### STEAMERS.

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHIE, ADEN, SUZ, PORT SAID, BRINDISI, VENICE, TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS, also to NARVAL, EAST LONDON, PORT ELIZABETH and CAPE TOWN.)

THE Company's Steamship

"MARIA TERESA," Captain V. Giermann, will be despatched as above on or about SATURDAY (P.M.), the 5th October.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further Particulars as to Passage and Freight, apply to

**SANDER & Co.,**  
Agents.  
Hongkong, 26th September, 1895. [1316]

## Shipping.

### STEAMERS.

"SHIRE" LINE OF STEAMERS. FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE," Captain Shcock, will be despatched for the above Ports TO-MORROW, the 2nd October, at Noon, instead of as previously advertised.

For Freight or Passage, apply to **DODWELL, CARLILL & Co.,** Agents.  
Hongkong, 1st October, 1895. [1953]

### NIPPON YUSEN KAISHA.

FOR BOMBAY, VIA SINGAPORE AND COLOMBO. (Calling at PENANG and LADANGMENT OFFERS.)

THE Steamship

"AZAMOR," Captain H. Nicholl, will be despatched as above on THURSDAY, the 3rd October, at Noon.

For Freight or Passage, apply to **NIPPON YUSEN KAISHA.**  
Hongkong, 23rd September, 1895. [1289]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FOR MANILA (DIRECT). THE Company's Steamship

"YUENSANG," Captain W. Waddell, will be despatched as above on THURSDAY, the 3rd October, at 5 P.M.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to **JARDINE, MATHESON & Co.,** General Managers.  
Hongkong, 28th September, 1895. [1330]

**OCEAN STEAMSHIP COMPANY.**

FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship

"TANTALUS," Captain "Hans," will be despatched on THURSDAY, the 3rd October.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents.  
Hongkong, 24th September, 1895. [1307]

**NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTINO UNITED COMPANIES.)**

STEAM FOR SINGAPORE AND BOMBAY.

Having connexion with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES and LEGHORN, and GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

ALSO BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO," Captain Doder, will be despatched as above on FRIDAY, the 4th October, at Noon.

At BOMBAY the Steamers are discharging in Victoria Dock.

For Further Particulars regarding Freight and Passage, apply to

**CARLOWITZ & Co.,** Agents.  
Hongkong, 23rd September, 1895. [1290]

**"MOGUL" LINE OF STEAMERS.**

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"ENERGIA," Captain Saw, will be despatched for the above Port on or about the 5th October.

For Freight or Passage, apply to **DODWELL, CARLILL & Co.,** Agents.  
Hongkong, 19th September, 1895. [1324]

**FOR SINGAPORE, HAVRE AND HAMBURG.**

(Calling at NAPLES for landing Passengers if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL and BREMEN.)

THE Steamship

"FRIGGA," Captain F. Vos, will be despatched for the above Ports on THURSDAY, the 10th October, at 4 P.M.

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Deck and a Stewardess.

For Freight or Passage, apply to **SIEMSEN & Co.,** Agents.  
Hongkong, 30th September, 1895. [1340]

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Steamship

## Shipping.

### STEAMERS.

FOR SAIGON.

THE Steamship

"TETARTOS," Captain Dider, will be despatched for the above Port TO-MORROW, the 2nd October, at 4 P.M., instead of as previously notified.

For Freight or Passage, apply to **WING CHEONG & Co.,** Agents.  
No. 44, PRAYA Central.  
Hongkong, 28th September, 1895. [1309]

### OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, VIA AMOY. (Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHANG, TIENTSIN, HANKOW and PORTS on the YANTZIE.)

THE Company's Steamship

"SARPEIDON," Captain Jackson, will be despatched as above TO-MORROW, the 2nd October.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents.  
Hongkong, 28th September, 1895. [1331]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"WINGSANG," Captain J. Young, will be despatched as above on SATURDAY, the 5th October, at 3 P.M.

For Freight or Passage, apply to **JARDINE, MATHESON & Co.,** General Managers.  
Hongkong, 30th September, 1895. [1336]

**"SHELL" LINE OF STEAMERS.**

FOR LONDON AND HAMBURG. THE Company's Steamship

"CONCH," Captain E. S. Baker, will be despatched as above on or about the 10th October.

For Freight, apply to **ARNHOLD, KARBURG & Co.,** Agents.  
Hongkong, 21st September, 1895. [1285]

**"GLEN" LINE OF STEAM PACKETS.**

FOR LONDON, VIA SUEZ CANAL. THE Steamship

"GLENSHIEL," Captain R. D. Jones, will be despatched as above on or about SATURDAY, the 10th October.

For Freight or Passage, apply to **JARDINE, MATHESON & Co.,** Agents.  
Hongkong, 24th September, 1895. [1305]

## SAILING VESSELS.

FOR NEW YORK. THE 3/3 L.L.I. American Ship

"P. N. BLANCHARD," Blanchard, Master, is now loading for the above Port, and will have quick despatch.

For Freight, apply to **ARNHOLD, KARBURG & Co.,** Agents.  
Hongkong, 5th September, 1895. [1018]

FOR NEW YORK. THE 3/3 A.L.I. American Ship

"SAINT JAMES," Clifford, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to **CARLOWITZ & Co.,** Agents.  
Hongkong, 20th September, 1895. [1251]

FOR NEW YORK. THE 3/3 L.L.I. American Ship

"ADAM W. SPIES," Field, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to **CARLOWITZ & Co.,** Agents.  
Hongkong, 10th August, 1895. [1078]

FOR SAN FRANCISCO. THE 100 A. I. British Ship

"LYNDHURST," Martin, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to **SHEWAN & Co.,** Agents.  
Hongkong, 20th May, 1895. [709]

## Consignees.

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"WINGSANG," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge, or remaining on board after 4 P.M. of the 2nd October, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by **JARDINE, MATHESON & Co.,** General Managers.  
Hongkong, 30th September, 1895. [1337]

**PACIFIC MAIL STEAMSHIP COMPANY.**

NOTICE.</



## Today's Advertisements.

\$1,000 **ONE THOUSAND DOLLARS.** \$1,000

INSURE YOUR LIFE AGAINST FATAL ACCIDENT  
BY SUBSCRIBING  
TO  
"THE HONGKONG TELEGRAPH."

THE SCOTTISH METROPOLITAN LIFE ASSURANCE COMPANY WILL PAY THE SUM OF  
**\$1,000 MEXICAN,**  
to the legal representatives of the European holder of this COUPON in the event of his death by Accident while on land within the confines of HONGKONG or any Treaty Ports of CHINA or JAPAN, or the immediate neighbourhood thereof, provided that the Name and Address of the said holder appears in the List of European Subscribers to the  
"HONGKONG TELEGRAPH"

as furnished to the Company for the Three Months ending 31st December, 1895; that the premium thereon has been duly paid; that death takes place within One Month from the occurrence of the Accident, and that notice of death, with full particulars, is sent within fourteen days of its happening to Mr. J. Y. V. VERNON, Hongkong. It being declared that \$1,000 only will be paid in respect of any one death.

Hongkong, 1st October, 1895. J. Y. V. VERNON, AGENT. 1330

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above COMPANY will be held at the OFFICE of the COMPANY, No. 18, Bank Building, Queen's Road Central, Hongkong, on WEDNESDAY, the 16th day of October, 1895, at Twelve o'clock NOON, when the Subscribed Resolution, which was passed at the Extraordinary General Meeting of the Company held on the 10th day of September, 1895, will be submitted for confirmation as a Special Resolution:-

"That the Capital of the Company be Reduced from \$1,000,000 divided into 80,000 Shares of \$10 each to \$1,000,000 divided into 80,000 Shares of \$12 1/2 each, and that such reduction be effected by returning to the Holders of the 80,000 Shares which have been issued Capital to the extent of \$10 per Share, and by reducing the nominal amount of all the Shares from \$10 to \$12 1/2."

Dated the 30th day of September, 1895.  
By Order of the Board,  
C. TOMLIN, Acting Secretary. 1344

## WANTED A CLERK.

THE DEPUTY ASSISTANT ADJUTANT GENERAL R. will receive applications up to 10 A.M. on SATURDAY, 3rd instant for an appointment as CLERK and STOREKEEPER under the WAR DEPARTMENT. Applications must be made in the handwriting of the candidate, satisfactory references being given and the Salary required stated.

A. H. THOMAS, Captain, D.A.G.B. Commissariat Buildings, 1st October, 1895. 1331

LADIES' RIFLE ASSOCIATION.

THE MEETING advertised to take place at No. 4, QUEEN'S GARDENS on FRIDAY, the 4th instant, will be held at 12 NOON same day and place and not as before stated. All LADIES are requested to be present.

Hongkong, 1st October, 1895. 1341

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports on THURSDAY, the 3rd instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARLAIR & Co., General Managers. Hongkong, 1st October, 1895. 1332

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN.

THE Steamship

"NANCHANG,"

Captain Flayson, will be despatched on THURSDAY, the 3rd instant, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 1st October, 1895. 1336

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI (DIRECT).

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHANG, HANKOW and PORTS on the YANGTZE.)

THE Company's Steamship

"CANTON,"

Captain Sellar, will be despatched as above on THURSDAY, the 3rd instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 1st October, 1895. 1347

FOR YOKOHAMA AND KOBE.

THE Steamship

"ARGVILL,"

Captain Duncan, will be despatched on THURSDAY, the 3rd instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 1st October, 1895. 1323

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENHORN,"

Captain Murray, will be despatched as above on or about THURSDAY, the 24th instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents. Hongkong, 1st October, 1895. 1348

## Intimations.

## CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally.

It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour and beauty.

Sold in Tins containing 10 lbs each.....\$1.75.  
" " " " 25 lbs. " " " \$4.50.

Directions for use are given on the Label.

## RAMSONE'S "NEW PARIS"

## LAWN MOWERS.

The Best and Cheapest Machines in the Market.  
For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 12th August, 1895. 13

## BIRTHS.

At No. 2, Seward Road, Shanghai on the 23rd ultimo, the wife of W. J. EDWARDS, of a daughter.

At 27, Boone-road, Shanghai, on the 24th ultimo, the wife of C. HERRBERG, of a daughter.

At Shanghai, on the 26th of September, Mrs. TWEDDIE, of a son.

At Yokohama, on the 26th of September, the wife of J. J. KESWICK, of a son.

## The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 1, 1895.

## FREE INSURANCE

We offer to our European subscribers from to-day a free insurance against death by accident to the amount of \$1,000. We are unable for the present to offer a similar bonus to our Asiatic subscribers and to those of our subscribers who are not resident in Hongkong, China or Japan, because, as concerns our Asiatic friends, of the difficulties in the way of identification, and, as concerns our distant subscribers, on account of certain inconveniences resulting from the absence in these places of agencies representing the Company granting the assurance. We hope in a very short time to be able to overcome both of these difficulties and to extend the protection of this excellent form of Assurance to all our subscribers. We recognise as subscribers for the purpose of this insurance only those who take our paper by the month or for any longer period, and of course individuals only and not companies or firms. If any firm desires to have the benefit of the arrangement it is only necessary to substitute the name of one of the partners for that of the firm in our books. We call attention to the fact that the Assurance is against all accidents and not merely against accidents to any vehicle in which the assured may be travelling, as is the case with nearly all the Free Assurances issued by the home papers.

## OUR LIBRARY AND NEWS ROOMS.

In the course of this month we hope to be able to open our Reference and Lending Library and News-rooms, free to all our subscribers. A Reference Library and News-room is now-a-days almost a necessary adjunct to any well organised Journal, and although we are not as well organised as we hope to be in the course of a few months we are getting together the nucleus of a Library for the use of our staff, and we intend to place it at the service of our subscribers, not as a part of what they pay for, nor as giving them a right of entry, as of course as they have a right to their daily paper, but by way of license or permission which we are at liberty to revoke or regulate as we think fit. Two well lighted rooms, adequately furnished and situated over our printing offices, are being prepared for the purpose. They will be furnished with maps, charts, dictionaries and works of reference, mainly relating to the East, with files of Home and Foreign papers, and with a small but carefully selected assortment of books—history, biography, travels, approved scientific works and works of fiction. We have made arrangements with Mr. Stead of the *Review of Reviews* for a supply of four boxes of books quarterly from the Circulating Library established by him, and we hope, with time and patience, to be able to place at the disposal of our subscribers a really valuable library and reading-room. Our object is, of course, to increase our list of subscribers by offering something that will attract individual members of the community who do not now subscribe because they see the paper in their club or at their office, and we believe that our plan will succeed. We have other ideas in our head which we hope to be able to develop in a short time in a way that will be to the advantage of the community and to our own profit, and we shall be infinitely obliged for any hints or suggestions that any of our readers may think fit to favour us with.

## SEED LISTS

## HINTS FOR GARDENING

have been issued and can be obtained on application.

Our Seeds are all tested before being put up in LONDON.

They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in FINE WEATHER ONLY and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

## TELEGRAM.

## THE SZECHUEN OUTRAGES.

## CHINA CAVES IN.

VICEROY LIU AND HIS CONFEDERATES CASHIERED.  
SHANGHAI, October 1st.  
4.30 p.m.

The Chinese Government has at last agreed to the demands of the British Government, and the Emperor Kwang-su has issued a decree setting forth that he has degraded and cashiered Lie Ping-chang, the notorious ex-Viceroy of Szechuen, and a number of minor Szechuen officials who were, conjointly with their Chief, responsible for the outrages perpetrated on British subjects in Szechuen province. It is provided in the decree that Liu shall never again hold office in the Empire.

## REUTER'S TELEGRAM.

## A DEMONSTRATION.

LONDON, September 29th.  
Great excitement prevails at Constantinople on account of the arrival of seventeen British war-ships at the Island of Lemnos, near the Straits of the Dardanelles.

## OBITUARY.

M. Pasteur is dead.

(Pasteur, Louis, chemist, born at Dole, Jura, Dec. 27, 1822, entered the University in 1840, became a supernumerary Master of Studies at the College of Besancon, was received as a pupil in the Ecole Normale in 1845, took the degree of Doctor in 1847, and was appointed Professor of Physics at the Faculty of Sciences, Strasbourg, in 1848. At the end of 1854 he was intrusted, as Dean, with the organization of the newly created Faculty of Sciences at Lille, and in 1857 returned to Paris and undertook the "scientific direction of the Ecole Normale." In Dec. 1857, he was appointed Professor of Geology, Physics, and Chemistry at the Ecole des Beaux-Arts, and was elected a member of the Institut. The Royal Society of London, in 1856, awarded M. Pasteur the Rumford Medal for his researches relative to the polarization of light, &c. He was decorated with the Legion of Honour, Aug. 12, 1853, was promoted to be an officer of that Order in 1859, and a commander in 1868. In 1869 he was elected one of the fifty foreign members of the Royal Society of London. In 1874 the National Assembly accorded to M. Pasteur, as a reward, chiefly for his investigations on fermentation, a life annuity of 120,000 francs. He was raised to the rank of Grand Officer of the Legion of Honour, Oct. 24, 1878. His reception into the French Academy took place April 27, 1882, when he delivered a panegyric on M. Littré, to whose chair he had succeeded. In the same year the Council of the Society of Arts awarded the Albert Medal of the society to M. Pasteur for his researches in connection with fermentation, the preservation of wines, and the propagation of the malle disease in silkworms and domestic animals. Owing years M. Pasteur has devoted himself to the study of a solution for diseases other than small-pox, and has achieved some very remarkable results in the prevention of hydrophobia; patients from all parts of Europe, and even from America, travel to Paris to put themselves under his care. On July 1, 1885, a meeting was convened at the Mansion House for the purpose of hearing statements in favour of establishing a Pasteur Institute in England. The Prince of Wales contributed 100 guineas towards that object. The cholera epidemic of 1893 led M. Pasteur to institute experiments in anticholera vaccination, which proved successful in the case of animals. On Dec. 27, 1893, M. Pasteur's seventieth birthday was enthusiastically celebrated before a magnificent official assembly at the Sorbonne.—*Men and Women of the Time.*

## TELEGRAMS.

## (Special to the N. C. Daily News.)

## THE MAHOMMEDAN REBELLION.

DISPERATE ENGAGEMENT NEAR LANCHOW.

PEKING, September 24th.

News has just been received here from Kamsu by the Office of Transmission to the effect that during a hotly contested battle on the 18th inst. forty-eight miles to the south-east of the capital city of Lanchow, between the Kashgar General, Tung Fu-hsiang's army and a very large force of Mahomedan rebels, three battalions of cavalry and seven of infantry, numbering some 4,350 men, suddenly came into the enemy's camp, and, after a desperate struggle, the Imperial troops, and threatening a disastrous defeat. Fortunately, by the desperate bravery of General Tung, assisted by his two Brigade-generals, Chou and Chang, with a picked body of reserve troops, the day was restored, the rebels being eventually compelled to evacuate a series of walled villages which they had held successfully against the Imperial army for three days and nights. The Imperial losses were 2,350 men killed and wounded. The losses of the rebels are unknown, but the soldiers brought in 1,700 heads from the battlefield and from the villages. During a part of the fighting one of the Colonels of the revolting battalions was captured, and by orders of General Tung the traitor was beheaded on the field in front of the enemy. Matters, however, are extremely critical in Kamsu and reinforcements are urgently needed. Applications for aid have been coming in from both Shensi and Kamsu several times a week. The Imperial troops in Kamsu number only some 600-700 men at the most, while the Mahomedan rebels are estimated at fully 800,000 fighting men, nearly all well-armed and in the field opposing the constituted authorities. News has also been received from West Kamsu that the prefectural city of Sining cannot hold out another week against the rebels unless aid be sent. The Emperor is said to be greatly enraged at Viceroy Yan of Shensi-Kan for not being prepared for this great rebellion.

## ADDITIONAL PARTICULARS.

On the 21st instant our Shanghai morning contemporary had the following additional particulars of what is now stated to be a movement to oust the Manchou Government:—A private letter from Lanchow, the capital of Kamsu, 10th instant, which latter place it left about three weeks ago, brings news agreeing with that in the telegram we published on Thursday morning. It states that the Mahomedans would not make a definite move until the 8th or 9th moon (September-October-November). Their intention is to set up a separate Kingdom in Kamsu. It would seem from the letter that backing the Mahomedans

and Imperial troops (of whom the majority doubtless belong to the *Kalao Hui*) going over to them, that there is an arrangement that the Mahomedans shall have Kamsu, and shall in return assist the *Kalao Hui* to oust the Manchou Government from Shensi and beyond.

(From Japanese Papers.)  
THE WAR IN FORMOSA.

## TOKIO, September 19th.

According to a Formosa telegram, Vice-Admiral Taka-shima commenced his march southward from Taipei on the 17th inst. It is understood he will proceed to Taiwan by way of Shokwakon.

## LOCAL AND GENERAL.

THE meeting to take steps towards forming a Ladies' Rifle Association will be held at noon on Friday, at No. 4, Queen's Gardens, instead of at the previously advertised.

A REGULAR meeting of Zealand Lodge, No. 525, E.C., will be held in the Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

We read in a Calcutta daily that Capt. David has been selected for the Macgregor Memorial Medal for exploration work in 1894. Silver medals have been granted to Havildars Dyal Singh, and B. L. 1, and Gurdit Singh, 45th Sikh.

THE Imperial Ching Ling-foo troupe of Acrobats and Musicians will open for a short season, for the fourth year in succession, at the City Hall, next Saturday evening, under the auspices of Mr. W. Farmer. Like good wine that needs no bush, this troupe is too well known to require any "pulling" at our hands.

LAST Saturday night a very interesting billiard match was played at the New Victoria Hotel, between Mr. W. Farmer, the manager of that popular resort, and a local amateur. The latter conceded the former 60 points in a game of 100 but never caught his opponent, who finally won by 36 points; 25 was the greatest break made.

CAPTAIN H. Bohr, the Superintendent of the Chinese Imperial Telegraphs, who successfully fixed the British Telegraph Convention, was in Cheloo on the 21st ultimo, busy with Count Cassini arranging about the telegraph line to be erected from Peking, via Kelgen, to Kichia which should have been done last year, but on account of the war with Japan had to be postponed. Mr. J. Henningsen, Manager of the Great Northern Telegraph Company, was also there on behalf of his Company and the Eastern Extension Co. It is said he is fixing a tariff so that they shall not clash. The Cable Companies usually look after their own interests, and they have a good man in Mr. Henningsen. But, be this as it may, Capt. Bohr, the *Mercury's* correspondent thinks, is bound to have his way with Count Cassini.

HEREWITH we give a facsimile of a ten-cent postage stamp which the *North China Daily News* stamps appeared in a recent issue of the Shanghai *Hupao*.

The stamp was issued by Liu Yung-fu at Tai-wan-fu, in the name of the Formosan Republic. The stamp in question is of a light blue color, and of the face value of 100 cash. On the top are characters in ancient Chinese for "Republic of Formosa;" on the right, in modern Chinese, "One hundred cash," and on the left "stamp," or *shian*, a phonetic rendering for "stamp—" paper." In the centre, and occupying about three-fourths of the surface of the stamp, is the emblem of the late "butterfly" republic—a tiger. According to the *N. C. D. N.* a first issue of these stamps was all bought up by foreigners from Hongkong, Amoy and Foochow, and the present one is a representation of the second issue.

WHILE no serious measures subsequent to the war with China are proposed, Count Okuma is reported by the *Japan Gazette* as urging the opening of a world's fair in Tokio within three or four years. The Count considers the step necessary for showing the real nature of the country to foreigners. He supports this by showing that Japan is becoming the centre of Eastern Commerce, and that only by showing her determination by opening a fair will she save the results of her hard fighting. He thinks 10,000,000 yen would defray all the expenses, and that this can be paid out of the indemnity. He thinks that as none of the parks in Tokio are large enough for the purpose, a new park should be opened, and thus the large amount be names would confer an everlasting benefit on the capital outside of the benefit derived from the original fair. He reckons that at least 10,000 foreigners, each spending \$1,000 will visit the fair, and thus the original outlay would be recouped to the country.

THE HON. JOHN LANGDON PARSONS, Special Commissioner for South Australia to Hongkong, Japan, China and the Philippines, as stated in our last issue, arrived here from the Antipodes by the *Manmuir* yesterday. Mr. Parsons was waited upon this morning by a representative of the *Hongkong Telegraph* to whom he very kindly granted an interview, during which the information was obtained that the South Australian Government has specially commissioned Mr. Parsons to investigate the trade and manufactures of Far Eastern states, make recommendations for the development of the trade between South Australia, China, Japan and Hongkong, and exhibit samples of the chief products of South Australia. The stay of the *Manmuir* in this port being too brief to admit of samples being exhibited here the shrewd and energetic ex-Minister of Education was reluctantly obliged to abandon this intention of "doing" Hongkong while en route to Japan, but the Honorable gentleman, who was given a great official "send off" in Adelaide, nevertheless imparted to our representative a good deal of interesting information which will be published in our next issue *pro bono publico*.

An Emergency meeting of St. John's Lodge, No. 618, S.C., will be held in the Freemasons' Hall, Zealand Street, on Wednesday, the 2nd instant, at 5 for 5.30 p.m. precisely. Visiting brethren are cordially invited.

## ALICE MEMORIAL AND NETHERSOLE HOSPITALS.

## Statistics for September, 1895.

	A.M.H.	N.H.
In-Patients remaining in Hospital on 1st September.....	35	19
In-Patients admitted to Hospital during September.....	27	28
Total number treated as In-Patients.....	62	47
Of these there were:-		
Discharged cured.....	25	18
Discharged relieved.....	17	2
Discharged on other grounds.....	0	3
Died in Hospital.....	5	41
In-Patients remaining in Hospital on 1st October.....	21	35
Out-Patients, new cases.....	804	20
Out-Patients, return visits.....	748	27
Total number of Out-Patient visits.....	1,552	47
JOHN C. THOMSON, M.D., M.A., Superintendent.		

THE Hon. John Douglas has, says the *Torrens Straits Pilot* of the 7th instant, kindly placed at our disposal the following letter, which had been forwarded to him by Mr. Bhagwan Kely, Resident Magistrate at Daru, British Guiana. The letter was found amongst the effects of William Wilson (alias "the Pirate") at Boiga:—"To the Authorities—I have taken my life because I am tired of it, not because I am frightened of consequences if caught, which I think was not probable; but because everything has gone wrong with me for a number of years, and because I can see no favorable way to mend matters. I consider the best way was to retire quietly into oblivion. In a few months I will be able to understand what no person knows, namely, the grand secret of existence and the extent of a probable hereafter. I pass from life with ill feelings for no man; as I made all the trouble myself I enact the penalty myself. I consider now that any person I may owe money to will be paid by the time he gets this paper. I will bring this to an end—contemplation is so good when your mind is made up. Good bye all. I leave no regret behind me.—William Wilson, born 24th March, 1856, Morar, Scotland; died 16th July, 1895, Boiga, Queensland."

## THE REVOLT IN TIMOR.

## PORTUGUESE OFFICERS SLAUGHTERED BY NATIVES.

## REINFORCEMENTS GOING FROM MACAO.

Amongst the passengers by the *Manmuir* from Australia is Mr. Herbert A. Parsons, who is representing the *South Australian Register* and the *Sydney Daily Telegraph* on the important commercial mission to the Far East of which his father is the Chief. Mr. Parsons, Jr., is a keen observer and shrewd investigator, and from him a representative of this journal was fortunate enough to gather to-day the following particulars of the revolt in Timor, obtained by him through personal observations and inquiries in Timor, at which place the *Manmuir* touched a few days ago on the way up from Australia.

The cause of the revolt, which is a very serious affair, is to be found in the fact of Chinese merchants having monopolized the trade in coffee and wax. These traders have hitherto had their own way so much with the natives and have ground them down to such a wretched existence that they can now get from Timorese a live of coffee for a pile of rice! The natives live in the utmost misery and squalor, and instead of having roads opened to facilitate the development of trade, the policy of the Chinese taskmasters appears to have been to keep them just "as you was" a hundred years ago.

This was the state of affairs when the present Governor of Timor, Colonel da Silva, took over charge of this Portuguese colony, and being an energetic official bent on making the colony self-supporting, he resolved to improve the means of communication between one part and another, and to effect this economically insisted on the various tribes through whose territory the roads would pass, assisting in the good work. He also insisted on the tribes cultivating more coffee than heretofore and holding out for reasonable prices.

At the tribes, with the exception of the *Manual*, of whom one Duarte is the Chief, agreed. The Government in due course, finding remittance useless, organized an expedition against the *Manual*. The force was divided into three sections—the Right, Left and Centre. The Left wing was to take certain fairways, while for the Centre, commanded by the Governor in person, and the Right, other routes were arranged. The Right wing was to proceed through what was believed to be friendly territory, but had not proceeded very far when the tribesmen mustered in great force and attacked the Portuguese forces, whose native auxiliaries fled, leaving only a handful of Portuguese to fight several thousand. One after another officers and sergeants and men fell on the field of battle never to rise again, until at last only three Portuguese were left amongst them. Sergeant Xavier, a powerfully built man, who is reported to have fought heroically against overwhelming odds for upwards of half an hour.

On hearing of this disaster the Left and Centre passed on and taking the enemy in the rear inflicted a severe defeat on them, and at latest advices they had the *Manual* well surrounded in mountain fastnesses, but being short of ammunition had sent urgent despatches to Macao for arms, ammunition and strong reinforcements. These are, we understand, being sent by the gunboat "Sagrei" from Macao to-morrow, while two other warships are now en route to Timor from Mozambique. It is therefore only a question of time when the unruly tribesmen of Timor will again be brought under subjection and order be thoroughly restored.

The officers killed in this little war are—Captain Camara (Colonial Secretary), Lieut. Lago, Mendonca da Silva, Bettencourt and Accacio Flores, all of whom were married men, some having families in Macao.

Much sympathy is felt for the relatives and friends of the deceased, who, one and all, died like men and soldiers—covered with wounds, with arms in hand and dead enemies scattered thick around.

Special religious services have been held in the Cathedral at Macao.



## ST. ANDREW'S SOCIETY.

The annual general meeting of this society was held in the City Hall last evening at 8.30 p.m. Mr. Fullerton-Henderson, Vice-President, in the chair, and a goodly number of members being present. After the Hon. Secretary had read the notice calling the meeting, and the minutes of the last meeting were read and confirmed.

The Chairman proposed that the report and accounts for the last year be adopted.

This was seconded by Mr. Crickbank and carried.

The Chairman then wished to know how St. Andrew's day should be celebrated; he proposed that the day should be a ball. But the first business was the election of officers and a committee.

Hon. J. H. Stewart Lockhart proposed, seconded by Mr. McCulloch, that Mr. Fullerton-Henderson be elected President. Carried by acclamation.

Mr. McCulloch proposed that Hon. J. H. Stewart Lockhart be elected Vice-President. This was seconded by Dr. Canfield and carried unanimously.

Mr. Murray Bain proposed, and Mr. John McCulloch seconded, that Messrs. Adamson and Anderson be re-elected Honorary Secretary and Honorary Treasurer respectively. This was carried without dissent.

It was then proposed by Mr. McCulloch, and seconded by Mr. Playfair, that a ball be held on the same lines as last year, i.e., with a subscription of \$10 for each member and \$5 extra for each guest. This was carried unanimously.

Somewhat were then made by the members about the dissatisfaction felt last year, and the opinion was expressed that a ball was a mistake. This was left as a suggestion to the new Committee.

The Chairman then made reference to the great loss the Society had sustained during the year in the death of four of its members, special mention being made of Mr. Lyall. He then urged the members to work more for the Society, which had gained no new members during the year, and suggested that if the members mentioned the matter to their Scotch friends many more would join.

The result of the ballot was the election of Hon. J. J. Bell-Irving, Hon. Thos. Whitehead, Dr. J. Canfield, and Messrs. G. Murray Bain and Geo. W. F. Playfair as the Committee for the ensuing year.

The meeting then adjourned after passing a vote of thanks to the chair, proposed by Mr. McBean and seconded by Mr. Adamson.

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which he secured at a moderate figure, and this morning he started his owner and a lot of other "jobbers" by covering his lot in 1. 61, last quarter 34, on grass course with slope on and weight up—a very fine performance. Amongst the griffins as yet, so far as I know, this takes the bun; his stable companion Eclipse is going very strong. He seems to improve every meeting. On Saturday the griffin close, and then well know where we are.

I haven't seen your Hongkong friends Great T. J. and Black Velvet, but I'm told they are having their exercise all right, my alarm however doesn't wake me early enough to catch them.

Since last meeting two familiar faces have been snatched away from us for ever amongst the countless thousands, by the demon cholera. The first to leave was the owner of all the Sans ponies—a true sportsman, a true friend, and a charming companion and gentleman. Long shall we mourn his loss. "Fish" the well known "ride boy" and winner of more than one "Champion," I believe, a No. 1 rider, with good hands and heart and excellent judge of pace, has also, I regret to chronicle, been carried off by the same fell scourge.

"Fish" had lots of friends amongst foreigners and natives, and the latter, I understand, paid him his funeral expenses and debts too, for "Fish" like many good sports, also had his little plunges sometimes when he thought he'd got a good thing on, but unfortunately these sort of things often evaluate to hard jags. *Went pas?* That's just where the sport comes in! "The glorious uncertainty" as it is called.

A day or two ago some portmanteaux, boots and whips were carried off to Chefoo and we hope their owners will have a good time. Thirty Kaitian for the Chiao Tseby.

Weather here is glorious though the Grass Course is a bit hard.

Sept. 24th.

Ever I could post these notes, I deeply regret to have to record that, late as the season is, cholera has torn another good and true sportsman from his numerous friends and companions. That keen, enthusiastic, sporting English gentleman who broke the two-mile record here with his famous pony Boveri, we shall see no more, but he will be long and we forget him. His mortal remains will be interred at 5 p.m. to-day, R. I. E.

Truly, with cholera about in our at present overcrowded settlements—

"We're here to-day and gone to-morrow."

"We're here to-day and gone to-morrow."

"We're here to-day and gone to-morrow."

"We're here to-day and gone to-morrow."

"We're here to-day and gone to-morrow."

"We're here to-day and gone to-morrow."

"We're here to-day and gone to-morrow."

"We're here to-day and gone to-morrow."

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## IMPORTANT OPIUM CASE.

At the Magistracy yesterday, before Hon. Woodhouse, Mr. G. C. C. Master, Acting Crown Solicitor, charged the Opium Farmer under Section 6 of Ordinance 22 of 1891, and Section 11 of Ordinance 22 of 1887. This case arose from the decision of the appeal Court which held that the men previously convicted by the Magistrate were not the guilty parties, hence the issue of this case against the Farmer for removing four chests of opium during prohibited hours. Mr. Denys appeared for the Farmer.

The seizure of the opium on the boat and the permits produced in Court were sworn to by a European and a Chinese constable.

Mr. G. C. C. Master—May it please Your Worship—Your Worship will understand that a summons has been issued against the Opium Farmer in consequence of the Full Court having held that the boatman and the coolie previously proceeded against were not the parties moving the four chests of opium within the meaning of the Ordinance. I think with your Worship's permission we may considerably shorten the proceedings by my referring to the two letters which have passed between Mr. Denys and myself as to what can be accepted as facts.

The gist of these letters is that no objections should be raised either before the Magistrate or during the course of any appeal proceedings as to any of the following facts:—That the defendants were the Opium Farmer and together constituted the Man Fook Company; that the Man Fook Company applied for and obtained the permit which was afterwards put in evidence; that the chests of opium particularised in the permit belonged to the defendants and that no objection would be taken to either of the defendants not being present during the Police Court proceedings.

His Worship—Do you admit these facts, Mr. Denys?

Mr. Denys—I have admitted certain facts, your Worship, as stated in the letter, and those admissions I have made because I think it is right for the Farmer to admit them.

Mr. Master—I will make a few remarks as to why I consider the present defendants are liable to be convicted in this case. Your Worship will remember that the men in the boat—

Mr. Denys—I must object to my friend referring to the men on the boat.

Mr. Master—Your Worship, it has been held by the Full Court that the men on the boat were not the persons to be convicted, that is the reason why I have been instructed to prosecute the Opium Farmer. The Full Court has held that moving must be read as used in a constructive sense. In the form of permit A.B. is authorised to move, etc., the meaning is that A.B. is authorised to procure the removal of, etc.

The actual mover was summoned and he was held not to be liable. Now the Farmer is summoned, and the four chests of opium during prohibited hours and without an appropriate permit. The permit is in the name of Man Fook & Co., who are the present defendants—the people removing the opium in the constructive sense. Upon the authority of the judgment of the Full Court the Opium Farmer is now proceeded against as the persons removing the chests. There are certain clauses of cases where it has been held that the employer is liable though the actual knowledge, it does not follow that the master is not liable because his servant does a thing without his master's knowledge. There are cases which though actual offences against the law, partake largely of the nature of civil cases, and I will refer your Worship to Macdonell's law of Master and Servant, at page 274, and I will read you a passage from the text: "There is another class of cases hard to define in which the master has been held to be liable in criminal or quasi-criminal proceedings for acts, the knowledge of which was not brought home to them. In interpreting certain statutes, particularly those relating to revenue purposes, courts have disregarded the presumption that a person is criminally liable for acts but his own on the ground that though penal in his consequences the proceedings were substantially civil; that it was the master's duty to prevent breaches of the law by his servants; and that the statutes would be rendered inoperative if a master were not punished for their acts; it is too late to question the liability of these decisions, however difficult it may be to reconcile some of them with the principle that *mens rea* is necessary to constitute a criminal offence."

The 35 and 36 Vic. c. 94, s. 16, made it an offence for "any licensed person" to supply any liquor to a constable on duty. It was argued in one case that a licensed victualler who did not consent to the use of his premises for the supply of a servant without his master's knowledge. That was not the view of the Court; it was thought enough that a servant knew—in the subsequent case of *Boyley*, *Davies* proceedings were taken under section 17 of the same Act against a publican as a "licensed person" who "suffered in a gambling, etc." The Court decided that actual knowledge of the offence by the master was not necessary, but that consent by some evidence that the servant was convicted of the offence was going on. This interpretation was adopted in *Ridgely v. Hayner*. Looking to the variety of the decisions collected below, all that can be said is that there is a *prima facie* improbability against criminal liability in the absence of *mens rea* that, the Legislature may, nevertheless, for public reasons impose penalties on those who do not prevent as well as those who commit certain offences, and that the words of each statute must determine what offence is chargeable for acts which are unknown to him."

There are various cases of note in support of what I have read. There is in this case, it is true no actual evidence to show that there was the relationship of master and servant between the defendants in this case and the men on the boat. It is not necessary for me to show that this boat was actually employed by the defendants to carry the chests of opium. The opium was found on the boat and it is admitted it belonged to the defendants. The permit put in was sworn to a constable; it is a permit to carry the opium of defendants to their manufactory at Morrison Hill Road. I submit that that, Your Worship, is sufficient to allow you to assume, in the absence of any evidence to the contrary that the opium was being carried for the defendants.

His Worship—Are you in a position to prove it?

Mr. Master—How can I prove it? Your Worship? I was not there; I have no witnesses who were there. Supposing I call the boatman he will probably say "I don't know by whom I was engaged," and if I call him I am bound by what he says. I submit that in the absence of evidence on the other side, and of course it is easy for the other side to know what was done to call evidence to show the opium was not shipped on board that boat with the knowledge or consent of the defendant—you can assume it was shipped with such knowledge and consent. In the absence of evidence to negative this assumption I submit Your Worship is entitled to assume that the people on the boat were carrying the opium for the persons to whom the permit was granted. If Your Worship will with me on that point then I submit that what I quoted from Macdonell's law of master and servant is in point.

A portion of the judgment given by the Full Court was then read by Mr. Master. He concluded that the opium was removed during

prohibited hours, and it was the property of the defendants. The Ordinance required certain formalities, but these had not been observed by the defendants. The opium was being removed during prohibited hours and in the face of the permit shown. If defendants produced evidence to show that the opium was stolen, he, Mr. Master, submitted that it must be held to have belonged to them. To support a suggestion that the opium was stolen would also suggest the permit put in had been stolen as well.

His Worship—Mr. Denys, what have you got to say?

Mr. Denys—At this time there is no case made out on behalf of the Crown there is nothing for me to say, your Worship.

His Worship—Mr. Master, I think you ought to prove that the opium was being moved by the Farmer. I will adjourn the case to give you an opportunity to prove it.

Mr. Master—I do not think any evidence is procurable, but if your Worship will adjourn the case *vide* I will consult the Attorney-General on the point.

Adjourned *sine die*.

COMMERCIAL NEWS.

HONGKONG SHARE MARKET.

HONGKONG, October 1st.

Mr. G. H. Potts reports as follows in his *Share List* issued at 5 p.m. to-day:—

Although a certain irregularity has characterized several stocks in the market during the week, a firm tone, has preponderated and the position of most is still remarkably good in view of the present plethora of money. The settlement passed off without a hitch notwithstanding the heavy business of the last few weeks. The Canton Insurance Office has advertised its Yearly Meeting for the 10th October.

BANKS—Hongkong & Shanghai Banks have strengthened their position and have been placed at 185, 186 and 188 per cent premium, and at 195 and 195 per cent premium for 31st December. The latest quotation in London is 144 1/2. Nationals have also improved and sales have been effected at 137, 138 and 139, the market closing with buyers at 139.

MAKING IRONMASTERS—There has been a demand for Unions, with the result that the stock has changed hands at 112 1/2 and 113. China Traders remain unchanged with buyers at 173 1/2 the dividend of 65 per cent paid on the 30th ult. North China's are enquired for at 115, 220, but no business has resulted. Yangtze's are a shade easier and shares are obtainable at 112 1/2. Straits have ruled firm and a considerable number of shares have been taken off the market at 144, 144 1/2, 144 1/2 and 145, closing with sellers at 144 1/2.

FIRE INSURANCE—Hongkong Fire have not maintained the highest price touched, viz., 115, having reacted to 112 1/2. The demand for China Fire has also slackened and after sales at 104 the stock is still obtainable at the rate of 104 1/2.

SHIPPING—A moderate rally has, as I anticipated in my last article, taken place in the stock of the Douglas Steamship Co. and after sales at 101 and 102 buyers rule the market at 104 and there is every chance of seeing much better rates. The China Navigation Co. have again been the medium of a big business and several large parcels have changed ownership at 133, 133 1/2 and 134, and at 134 1/2 for 31st October, the market closing very firm. China and Manilla have again come to the front and have been placed at 103 1/2. Hongkong, Canton, and Macao Steamboats, after the meeting held yesterday, at which it was decided to make a return of capital to the extent of 10 per cent, have had their shares of 100 each effected of 106 1/2 and 107 1/2, the stock, however, closing weaker at the moment.

REVENUE—China Sugars advanced to 115 1/2 at which rate sales were effected, also at 116 1/2 for 31st October; the stock however is again much easier, with sellers at 112 1/2. Lovers after sales at 105 have maintained a temporary pause and are obtainable at one point lower.

MINING—Purities are distinctly firmer and after sales at 105 the stock is obtainable under 104. Other stocks under this heading are all out of favour at quotations.

DOCKS, WHARVES AND GODOWNS—Hongkong and Whampoa Docks experienced a very sharp rise and touched 155 per cent premium, they have not, however, maintained the rate and are obtainable at two points lower. Kowloon Wharf shares have suffered and a fair number have been placed at 147.

WATSON'S, HONGKONG BUILDING—Hongkong Hotels continue in favour and after sales at 113 1/2 and 113 are wanted at 114 1/2. The market for Hongkong Lands has been moderately active and shares have changed hands at 105. West Point has improved their position and offers of 122 have failed to bring shares into the market. Kowloon Lands have advanced half a point and sales have been made at 117.

MISCELLANEOUS—Green Islands remain steady at 115 1/2. The buyers of the remainder of the *Sappho* (4) sought to recover for salvage services rendered to the *Ulysses* (4) in January last. The value of the *Sappho* was 110,000, and her cargo and freight 113,715. The value of the *Ulysses* was 115,000, her cargo 114,200, and her freight 113,250. The *Sappho* was on a voyage from Naples to Hull with a general cargo, and at 4.15 p.m. on the 7th January was off the coast of France, Ushant bearing S. by W. 1/2 W., and distant 184 miles, when the *Ulysses* was observed about six points on the starboard bow, and about three miles distant, in distress, the having broken her shaft; she was heading for the land and drifting helplessly. The wind was a moderate gale, N.E. by N., with heavy snow and hail squalls from the north, and a rough confused sea. Ushant light was bearing S.W. by S. 17 miles distant. The *Sappho* agreed to attempt to tow the *Ulysses* to Falmouth, about 90 miles off. In passing the hawser there was danger of collision, but at 5.30 p.m. towage commenced. Shortly afterwards the hawser parted. Towage recommenced at 9.30 p.m. but until 11 a.m. on the 8th January the vessels only made one knot an hour, when the speed was increased. At 2.30 a.m. on the 9th January, after 20 hours' towing the vessels arrived at Falmouth. It was contended that when sighted the *Ulysses* was out of the ordinary track of steamers passing Ushant and was rapidly drifting further away from that track, and that but for the services the *Ulysses* would have gone ashore and have been totally lost. It was admitted in defence that the *Ulysses* was towed 83 miles, but the towage, it was said, was of a simple character, and performed in moderate weather. The services were rendered without danger to the *Sappho*, and it was denied that the *Ulysses* was drifting out of the track of vessels, or that she was in danger of being totally lost. Mr. Justice Bruce held that the *Ulysses* was in a position of very great danger, as she was helpless, and for some time was drifting in a southerly direction, and was undoubtedly in danger of drifting upon Ushant, when she would in all probability have become a total loss. He awarded the *Sappho* £2,000. The owners of the *Sappho* now appealed on the ground that the award was too low. Their Lordships dismissed the appeal, it being held that the *Ulysses* was not in danger of sinking, and that the moment she was got out of the danger of drifting on to Ushant there was nothing but towage service to perform. Lord Esher stated that he thought he would have given less—*Fairplay*.

COMPANY—Winding-up. *Sharon* not fully paid—Registered *Sharon*—Company's Affairs.

SHANGHAI FREIGHT MARKET.

Messrs. Wheelock & Co. in their *Freight Market Report* dated Shanghai 27th September, write:—

In our last issue we mentioned that a steamer had been lost in the South in opposition to the New York Conference, and in view of further opposition the situation has been met by the Conference Agents lowering rates all round for New York by 10s. a ton, thus reducing the rate for general cargo to 40s., and that for tea to 35s., at which latter rate large quantities of tea are being shipped. For London there is no case to be made. For the *Ulysses*, clearing 2nd prox, large applications have been made for a somewhat limited amount of space, but the *Ulysses* ready to load on the 1st prox, at the same rates, these two steamers should prove sufficient for the immediate requirements of tea shippers, provided accepted quantities of general cargo do not turn up. For New York *via* Cape—The *Drumman* has nearly completed her loading and will clear on the 2nd prox, her accidents; the *St. James* and *Celeste* *Shanghai* have both left the *Shanghai* for the South, the former calling at Amoy, thus leaving the *Shanghai* vacant after the *Drumman's* departure, but it is impossible that it will remain so for very long. For a vessel shortly expected—*Ulysses*, *Shanghai*. We should mention that the *Drumman* is fully engaged at Amoy, and waiting

to allot any more space. Coastwise—There is a demand for tonnage from Newchwang to Kobe, and though large carriers are procurable at 18 tons, a suitable steamer is not to be found.

Departures—For London *via* Suez—*Glenorchy* *via* Foochow 12th inst., *Myrmidon* *via* Foochow 12th inst., *Colong* 16th inst., *Ision* 19th inst., *Manila* *via* Foochow 22nd inst., *Glanfalloch* *via* Amoy 24th inst., For New York *via* Suez—*Keweenaw* *via* Foochow 19th inst., For New York *via* Cape—*Celeste* *Shanghai* *via* Hongkong 16th inst., *St. James* *via* Amoy 23rd inst., Rates of Freight are—From Shanghai to London by Conference Lines, general cargo 40s. a ton, 45s. a ton, 50s. a ton, New York by Conference Lines, general cargo 40s. a ton, 45s. a ton, 50s. a ton, Boston by Conference Lines, general cargo 52s. a ton, 57s. a ton, Philadelphia by Conference Lines, general cargo 60s. a ton, 65s. a ton, 70s. a ton, Above rates are subject to a deferred return, as per Conference Circular. London by Shell Line general cargo 40s. less 10 per cent. Hamburg by Shell Line general cargo 35s. net. New York by Shell Line general cargo 40s. less 10 per cent. Havre Direct general cargo 37s. 6d. net. Genoa Direct general cargo 37s. 6d. net. Marseilles Direct general cargo 37s. 6d. net. Antwerp Direct general cargo 37s. 6d. net. Rotterdam Direct general cargo 37s. 6d. net. London by P&O, general cargo 40s. a ton, 45s. a ton, 50s. a ton, New York by P&O, general cargo 40s. a ton, 45s. a ton, 50s. a ton, Boston by P&O, general cargo 52s. a ton, 57s. a ton, Philadelphia by P&O, general cargo 60s. a ton, 65s. a ton, 70s. a ton, Above rates are subject to a deferred return, as per Conference Circular. London by Shell Line general cargo 40s. less 10 per cent. Hamburg by Shell Line general cargo 35s. net. New York by Shell Line general cargo 40s. less 10 per cent. Havre Direct general cargo 37s. 6d. net. Genoa Direct general cargo 37s. 6d. net. Marseilles Direct general cargo 37s. 6d. net. Antwerp Direct general cargo 37s. 6d. net. Rotterdam Direct general cargo 37s. 6d. net. London by P&O, general cargo 40s. a ton, 45s. a ton, 50s. a ton, New York by P&O, general cargo 40s. a ton, 45s. a ton, 50s. a ton, Boston by P&O, general cargo 52s. a ton, 57s. a ton, Philadelphia



## Intimations.

## SANITARY BOARD NOTIFICATION.

MEZZANINE FLOORS, STORES, OR COCKLOFTS IN Buildings erected after the passing of Ordinance 15 of 1894, (28th December, 1894).

1. UNDER the Provisions of sub-section 2 of Section 7 of Ordinance 15 of 1894, it is unlawful to construct, put up, continue or maintain in any room of any domestic building erected after the 28th of December, 1894, any MEZZANINE FLOOR, STOREY or COCKLOFT whatsoever, except where such Room is situated on the Ground Floor and is used as a Shop or Workshop, in which case the written permission of the Sanitary Board must be first obtained and any conditions imposed in such permission must be complied with.

2. Notice is hereby given that such permission will not be granted unless the following conditions are complied with:—

- The Building shall be constructed and maintained in a satisfactory sanitary condition.
- The Mezzanine Floor, Storey or Cockloft shall not extend over more than one-half of the Floor Area of the Room and shall be not less than eight feet measured vertically, provided that this space is sufficient to prevent the obstruction of any doorway situated in an external wall.
- The space both above and below such Mezzanine Floor, Storey or Cockloft shall be used for Storage purposes only and shall not be enclosed except with wire netting, bamboo lattice or carved wood-work arranged in such a way as to leave at least two-thirds of such space open and as far as practicable evenly distributed, and the space enclosed on by such Mezzanine Floor, Storey or Cockloft shall not be included in the calculation of the cubic capacity of the room available for habitation.

By Order of the Sanitary Board,  
HUGH MCCALLUM,  
Secretary.  
Hongkong, 27th September, 1895. [1327]

## IN THE SUPREME COURT OF HONGKONG.

## ORIGINAL JURISDICTION.

IN THE MATTER OF THE GREEN ISLAND CEMENT COMPANY, LIMITED,  
AND  
IN THE MATTER OF THE COMPANIES ORDINANCES 1877 and 1885.

## REDUCTION OF CAPITAL.

PURSUANT to the directions of the Court, notice is hereby given that a PETITION has been presented to the Supreme Court of Hongkong, by the GREEN ISLAND CEMENT COMPANY, LIMITED, for Confirmation of the following Special Resolution passed and Confirmed at Extraordinary General Meetings held respectively on the 12th and 20th of August, 1895:—

"That the Capital of the Company be reduced from \$1,000,000 divided into 20,000 Shares of \$50 each to \$200,000 divided into 20,000 Shares of \$10 each and that such reduction be effected by Cancelling 'Capital which has been lost or is represented by Available Assets to the extent of \$40 per share on each of the 14,117 Shares which have been issued and are now outstanding, and by reducing the 'nominal amount of all the Shares in the Company's Capital from \$50 to \$10 per Share."

The said Petition will come on for hearing at the Supreme Court on WEDNESDAY, the 16th day of October, 1895, at 11 o'clock in the Forenoon, when any Creditor of the Company who desires to object to the Confirmation prayed for may attend and be heard.

Dated the 24th September 1895.  
VICTOR H. DEACON,  
Solicitor for the Company.

## CANTON INSURANCE OFFICE, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the Underwriter at 12 o'clock (NOON) on SATURDAY, the 19th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th October, both days inclusive.  
JARDINE, MATHESON & Co.,  
General Agents,  
CANTON INSURANCE OFFICE, LD.  
Hongkong, 26th September, 1895. [1312]

## HONGKONG JOCKEY CLUB.

THE ANNUAL GENERAL MEETING of the JOCKEY CLUB will be held at the CITY HALL on SATURDAY, the 19th October proximo, at 2.30 P.M.

By Order,  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 19th September, 1895. [1272]

## KIUNGCHOW DISTRICT.

## LOCAL NOTICE TO MARINERS.

HOIHOW HARBOUR LIGHT.

NOTICE is hereby given that the HOIHOW HARBOUR LIGHT may now be relied upon.  
C. J. PRICE,  
Acting Harbour Master.  
Approved:—  
J. F. SCHOENICKE,  
Commissioner of Customs.  
Klungchow, 26th September, 1895. [1339]

## NORTH BORNEO REVENUE FARMS.

TENDERS will be received by the SECRETARY TO THE GOVERNOR, SANDAKAN, on or before 30th NOVEMBER next, for the following REVENUE FARMS for 1896:—

OPIMUM FARM, North Borneo East Coast.  
SPIRIT LICENSURE FARM, North Borneo, Prov. Alcock (Kudat).  
PAWNBROKING FARM, North Borneo.  
CUSTOMS FARM OF IMPORT AND EXPORT DUTIES, North Borneo.  
GAMBLING RESTRICTION, for North Borneo only.

BLACKMAN, BIRDS-NEST, WHARF DUES AND MARKET DUES, North Borneo only.  
TENDERS for these FARMS may be made for the whole of the District Province or for each District and Province separately.  
For Particulars, apply to the Hongkong or Singapore Agents of the BRITISH NORTH BORNEO COMPANY.

[1327]

## Intimations.

ENJOY IMMUNITY from much Sickness and Suffering by having all your Drinking and Cooking Water Filtered through

## THE BERKEFELD

## FILTER

AND GERM PROOF FILTERING FILMS.  
Write for Opinions of the Press, Medical Experts and Patrons.

SIMPLE, EFFICIENT, RAPID & EASILY CLEANED.

WATKINS & CO.,  
SOLE AGENTS,  
51, APOTHECARIES' HALL, 66, Queen's Road Central.

EXPLOSION IMPOSSIBLE.

## JASTRAM'S PATENT PETROLEUM ENGINES

OF 2 TO 12 H.P.  
FOR FACTORIES AND LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and a Launch with 1 1/2 H.P.

Engines will be shown and full particulars be given on application.

SCHÉELE & CO., HONGKONG,  
SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED.

## NOW OPEN

THE

## HONGKONG BUTCHERY.

J. TATAM,  
PROPRIETOR.

Hongkong, 1st October, 1895. [1349]

## THE CLUB HOTEL

5, BOND, YOKOHAMA.

## HOTEL METROPOLE

1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

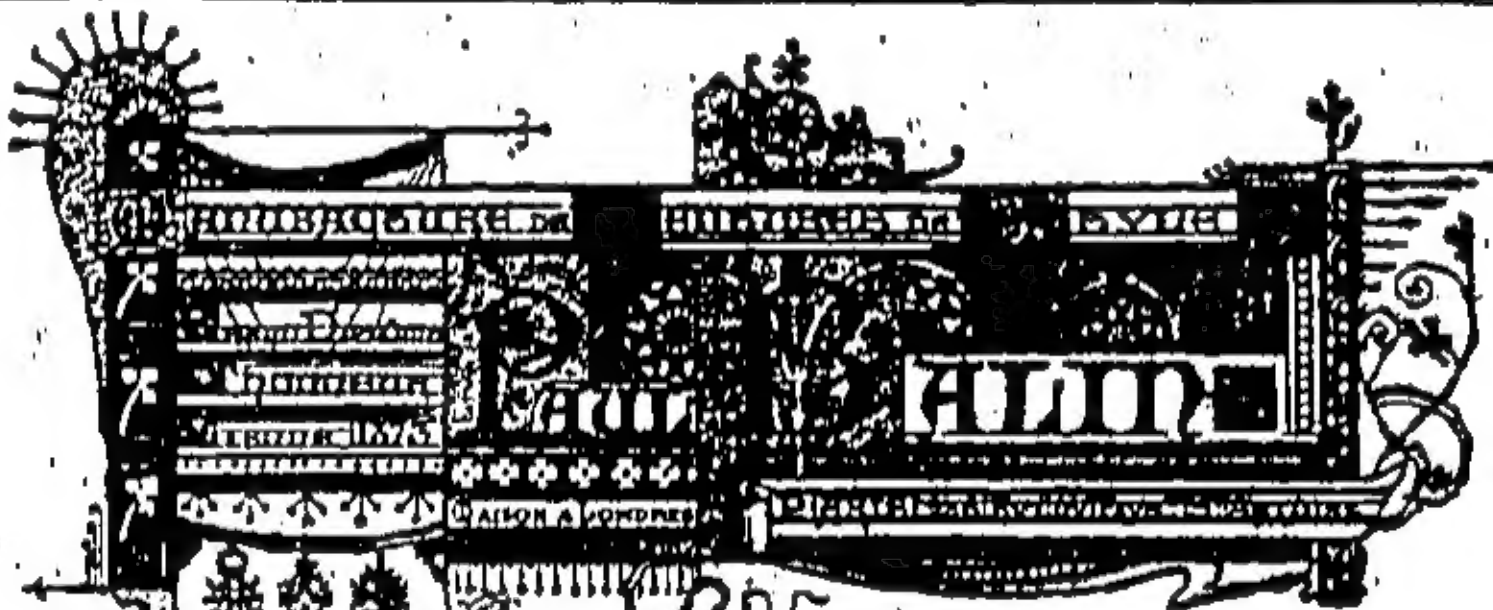
VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

C. T. BENNEY, Manager,  
YOKOHAMA.

L. DEWETTE, Manager,  
TOKYO.



Apply to JOHN D. HUTCHISON, Esq., Hongkong,  
Agents for M. OPPENHEIMER & Co., Paris.

## CUSTOMS NOTIFICATION.

No. 66.

NOTICE is hereby given that THURSDAY next, the 4th October (28th MOON, 17th DAY), being the CHINESE MID-AUTUMN FESTIVAL, will be observed as a HOLIDAY at the Kowloon Customs Office, Opium Examination Office, and Stations.

All Examination of Cargo and Clearances of Junks will be suspended on that date.

H. M. HILLIER,  
Acting Commissioner of Customs for Kowloon and District.

Custom House,  
Kowloon, 30th September, 1895. [1333]

## THE PHARMACY.

SPRAY PRODUCERS,  
CUT GLASS BOTTLES,  
SALTZGONERS,  
MANICURE REQUISITES,  
PINAUD'S PERFUMERY and TOILET WATERS,  
TONIC ROLA WINE,  
GOLDEN MAITRE,  
PARFUMS, EAU DE COLOGNE,  
Sole Agents for "TANSAN" the popular Table-Water which contains 8 per cent. more iron carbonate than that from any other Chalybeate Spring.

FLETCHER & Co.,  
and  
CARMICHAEL & Co., LD.,  
Hongkong, 12th July, 1895. [1343]

## FAT KEE &amp; CO.,

STEVEDORES & COAL MERCHANTS.

WE have Removed to No. 104, PRAYA CENTRAL from This Date.

Hongkong, 17th September, 1895. [1275]

## LEVY HERMANOS.

AND AT SHANGHAI, MANILA, ILILO and PARIS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.

GENERAL IMPORT & EXPORT,  
10, QUEEN'S ROAD CENTRAL,  
Opposite the Telegraph Office.

G. FALCONER & CO.,  
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS,  
NAUTICAL INSTRUMENTS,  
CHARTS AND BOOKS,  
No. 48, Queen's Road Central. [1276]

CHE. J. GAUPP & CO.,  
CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS,  
CHARTS AND BOOKS,  
NAUTICAL INSTRUMENTS,  
Sole Agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition; and for Vespignani and Soly's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES,  
No. 2, Queen's Road Central. [1281]

GRIMAULT'S SYRUP  
OF  
HYPO-PHOSPHITE OF LIME  
FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with Diseases of the Chest, Lungs and Bronchial Tubes, should take GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME.

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

GRIMAULT'S Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

GRIMAULT'S Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.

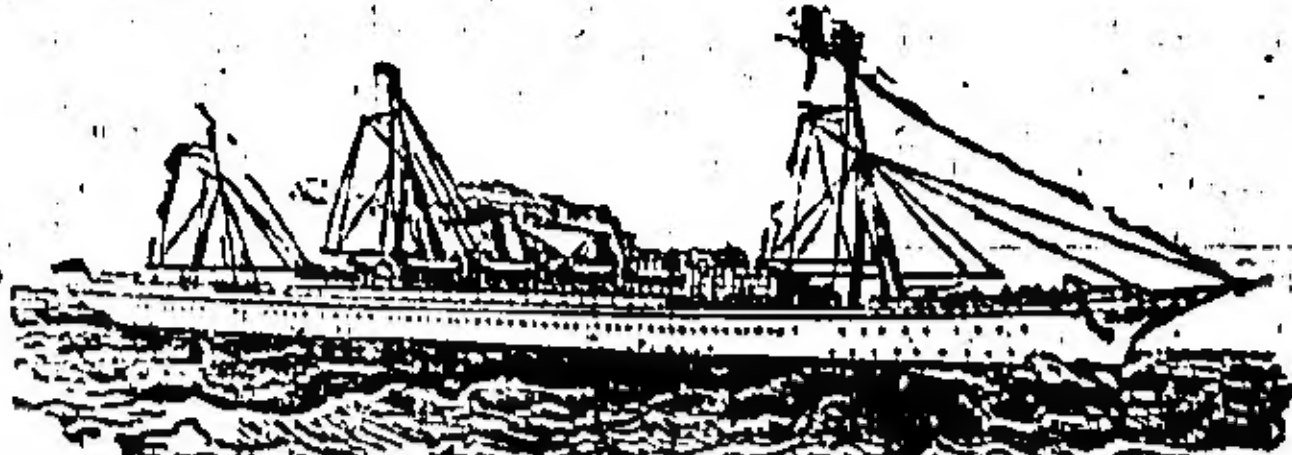
GRIMAULT & Co., Paris, Ltd. in all Cities.

[1281]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.



1895.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twice a Week Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 2nd October.  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 30th October.  
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 27th November.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Paddis Street.

Hongkong, 5th September, 1895.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 17th Oct., at Noon.

Gaelic (via Nagasaki, Kobe, Inland Sea & Yokohama) Tuesday, 5th Nov., at Noon.

THE Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU ON THURSDAY, the 17th October, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 26th September, 1895. [1281]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

"JEYES FLUID"

THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,  
Bank Buildings,  
Hongkong, 26th March, 1895. [1281]

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Kobe, Inland Sea and Yokohama) Tuesday, 8th Oct., at Noon.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) Saturday, 26th Oct., at Noon.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Nov., at Noon.

THE U. S. Mail Steamship

"PERU"

will be despatched for SAN FRANCISCO, via NAGASAKI, INLAND SEA AND YOKOHAMA, on TUESDAY, the 8th October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO AND CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and inland cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports for Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 1 P.M. same day, all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office to Seal: Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight, and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 1st October, 1895. [1281]

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT.

DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 16th July, 1895. [1281]

## Mails.

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

## VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Hankow ..... 3,594 Tuesday ... 1st Oct. 8.

Tacoma ..... 2,540 Tuesday ... 1st Oct. 20.

Victoria ..... 3,167 Tuesday ... 1st Nov. 19.

Strathmore ..... 3,574 Tuesday ... 1st Dec. 10.

Hankow ..... 3,504 Tuesday ... 1st Dec. 31.

No Passengers carried by this sailing.

## THE Steamship

"HANKOW"

Captain Orr, sailing at Noon, on TUESDAY, the 8th October, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.